

CTA Capital Construction Update

March 14, 2007



Capital Construction Update Agenda

- Red Line/Dan Ryan Rehabilitation Project
- Howard Station Reconstruction
- Brown Line Capacity Expansion Project
- Block 37 Tunnel Connections Project
- Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements
- Loop Signals Project



Red Line/Dan Ryan Rehabilitation Project

Project Summary

BUDGET

- \$282.6 million total budget

SCHEDULE

- Phase I: Completed April 20, 2005
- Phase II: Completed May 24, 2006
- Phase III: Completed December 31, 2006

PROJECT GOALS

- Eliminate slow zones
- Upgrade to bidirectional signal system
- Upgrade power delivery system including commissioning of two new substations at Pershing and 50th Street, and decommissioning of 42nd substation
- Upgrade communications system including installation of new fiber optic cable throughout the project
- Enhance stations' appearance
- Install new elevators at 47th and 69th
- Improve bus connections



Red Line/Dan Ryan Rehabilitation Project

Project Recap and Look Ahead

Project Recap

- Replaced ten crossovers
- Replaced track work between Cermak and 47th
- Upgraded the branch to a bidirectional signal system
- Upgraded the power delivery system including commissioning of two new substations at Pershing and 50th Street, and decommissioning of the 42nd substation
- Upgraded the communications system including installation of new fiber optic cable throughout the project
- Enhanced stations' appearance
- Installed new elevators at 47th and 69th
- Replaced 10 escalators
- Improved bus connections
- Reconstructed the 33rd Street pedestrian bridge and entrance
- Installed bridge modifications and enhancements

Look Ahead

- Continue contract closeout
- Continue punch list work

Red Line/Dan Ryan Rehabilitation Project



Art glass installation at 47th Street Bridge Canopy



Red Line/Dan Ryan Rehabilitation Project



New platform at 63rd Street Station



Howard Station Reconstruction Project Summary

BUDGET

- Total CTA budget: \$87 million

SCHEDULE

- NTP: February 27, 2006
- Completion: Spring 2009

PROJECT GOALS

- Key station to be made accessible in compliance with the Americans with Disabilities Act Accessibility Guidelines by July 26, 2010
- Reconstruct Howard station, Rail Operations and Facilities Maintenance facilities
- Infrastructure upgrades will include newly-installed precast concrete platforms, viaduct repairs, track work, new elevators, and escalators



Howard Station Reconstruction

Project Activities

- Began demolition activities on the south side of Howard
- Began demolition activities of the vacated areas of the existing stationhouse
- Achieved Substantial Completion of Milestone 1, Phase 1A for track work and retaining wall repairs
- Received foundation permit on February 20, 2007

Three Month Look Ahead

- Begin viaduct repairs
- Continue demolition activities on the south side of Howard Street
- Obtain building permit
- Begin foundation and caisson work
- Begin platform construction after receipt of building permits



Howard Station Reconstruction



Completed retaining wall at Howard Station



Brown Line Capacity Expansion Project

Project Summary

BUDGET

- Total project budget: \$529.9 million

SCHEDULE

- Project Completion: December 31, 2009

PROJECT GOALS

- Extend platforms to allow 8-car operations
- Make stations ADA compliant
- Add elevators to 13 stations
- Rehabilitate 18 stations
- Restore 8 historic stations
- Upgrade signal, communications and power delivery system



Brown Line Capacity Expansion Project

Project Activities

- Relocated signal infrastructure at Chicago and Sedgwick
- Continued installation of new platform structure at the south end of the Armitage station
- Completed station house and platform demolition at Addison and Montrose Stations and began foundation installation at Montrose and Addison
- Returned Clark Tower to CTA Rail Operations for personnel training and use of the refurbished tower
- Continue structural steel installation at Belmont for the new northbound track
- Reopened Francisco station to revenue service on March 9, 2007. Punch list work will continue.
- Received the building permit for Montrose station on February 28, 2007
- Held a “Meet the Contractor” community meeting on March 1, 2007 at Advocate Illinois Masonic Medical Center for the Southport, Wellington, Paulina and Diversey station package
- Held a community meeting at Lane Tech High School on March 12, 2007 to discuss 3-track operations. Future presentation dates are scheduled for March 15th, 19th, and 26th.



Brown Line Capacity Expansion Project

Three Month Look Ahead

- Begin construction mobilization activities for Diversey and Southport stations
- Close Southport station on April 2, 2007 and Diversey station in Spring 2007 for 12 months
- Continue the installation of new platform steel and decking on platforms at Sedgwick, Armitage and Chicago stations
- Prepare for the relocation of the historic station houses at Fullerton and Belmont to their future locations across the street from where they are presently located
- Begin three track operations at Fullerton and Belmont no sooner than April 2, 2007
- Continue installations of new foundations at Montrose and Addison
- Continue punch list work at Kimball



Brown Line Capacity Expansion Project



Installation of new platform decking at Chicago



Brown Line Capacity Expansion Project



Installation of Francisco station house



Brown Line Capacity Expansion Project



Installation of structural steel at Belmont



Brown Line Capacity Expansion Project



Installation of structural steel at Belmont



Block 37 Tunnel Connections Project Project Summary

BUDGET

- Total project budget: \$213.3 million

SCHEDULE

- Project Completion: September 2008

PROJECT GOALS

- Construct two short tunnels, one connecting to the Dearborn Street subway and one connecting to the State Street subway
- Install new track, signal and power components in the new tunnels
- Developer will construct a new subway station below the Block 37 development
- Station will be designed to eventually function as a downtown terminal for express trains to O'Hare and Midway



Block 37 Tunnel Connections Project

Project Activities

Project Activities

- Continued pre-excavation activities including exploration and identification of existing utilities

Three Month Look Ahead

- Relocate or protect existing utilities located within the limits of the tunnel connections excavations
- Submit revised construction documents to DCAP for review and approval
- Replace existing half-ties in the Blue Line and Red Line subway tunnels at identified locations



Block 37 Tunnel Connections Project



Block 37 work site looking south



Block 37 Tunnel Connections Project



Constructing rebar cages for slurry wall cap beam



Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements

BUDGET

- \$251 million

Project Summary

SCHEDULE

- Construction NTP: December 1, 2005
- Project completion: Summer 2009

PROJECT GOALS

- Replace approximately 20 miles of the existing train control systems on the Blue Line that are between 35 and 54 years old
- Install new interlockings and train controls for Block 37
- Installation of new fiber communication backbone with copper backup on the Congress Line and in the Dearborn Subway
- Traction Power upgrades in the State and Dearborn Subways



Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements

Project Activities

- Continued installation of local hand holes, conduit and signal foundations on the Congress Line and O'Hare Line
- Continued installation of signal cable and traction power cable in the Dearborn Subway
- New signals were placed in service at the Lathrop and Harlem crossovers
- New cab signals were put in service on the Congress Line between the Harlem crossover and the east end of Forest Park Station.



Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements

Three Month Look Ahead

- Continue installation of local hand holes, conduit and signal foundations on the Congress Branch and O'Hare Branch
- Begin the signal cut-over via the new Lombard Relay House. Once the cut-over is complete, cab signal operation will be in place between Lombard interlocking to the east end of the platform at Forest Park.
- Continue installation of traction power cable in the Dearborn Subway
- Continue installation of signal cable in the Dearborn Subway
- Begin structural steel installation for the LaSalle Relay House in the Dearborn Subway
- Take delivery and install new relay houses at Pulaski and Kedzie



Dearborn/Congress/Kennedy/Block 37 - Train Control System and Traction Power System Upgrades and Improvements



Installation of signal cable in the Dearborn Subway



Loop Signals Project

CONTRACT AWARD

- \$48.2 million

SCHEDULE

- Contractor: Divane Brothers Electric Company
- Construction NTP: February 21, 2007
- Completion: Summer 2009

PROJECT GOALS

- Provide new train control system for the Loop elevated structure, replacing a system that is more than 30 years old. The new signal system will help to improve reliability of CTA rail service by regulating train movement, speed and intervals at these junctions.
- Construct new control tower at Lake and Wells to replace the current Tower 18, and new interlockings at Towers 18 and 12.



Loop Signals Project

Project Activities

- Divane Brothers is currently working on their construction schedule as well as their safety and quality plans.

Three Month Look Ahead

- Approve Contractor's construction schedule
- Approve Contractor's safety and quality plans
- Begin signal block design
- Begin field surveys



Planned Construction Activities

Route Extra Travel Time

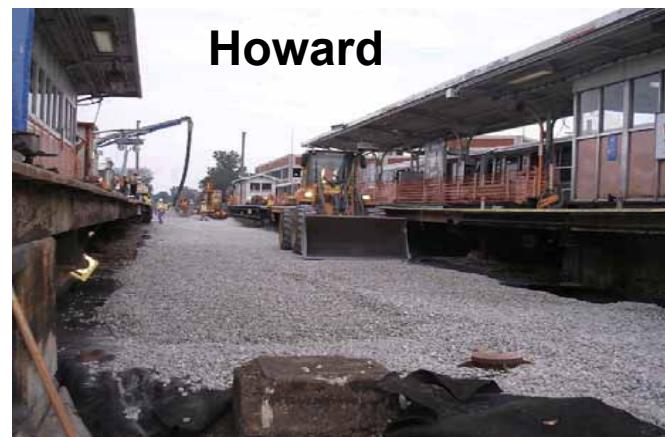
(through March 25, 2007)

	Rush M-F 5A-9A & 3P-7P	Day M-F 9A-3P	Night M-F 7P-5A	Weekends	Notes
Blue Line					
O'Hare					Signal Work, Track Maintenance
Dearborn					Signals, B-37, Track Maintenance
Forest Park					Signal Work
54th/Cermak		NA	NA	NA	
Pink Line					
54th/Cermak to Loop					
Purple Line					
Linden to Howard					Howard Station construction
Howard to Loop			NA	NA	Brown Line, Track Maintenance
Loop to Linden			NA	NA	Brown Line, Track Maintenance
Brown Line					
Kimball to Loop					Brown Line, Track Maintenance
Red Line					
Dan Ryan					
State					Signal Work and Block 37
North					Brown Line, Track Maintenance
Yellow Line					
Dempster to Howard				NA	
Orange Line					
Loop to Midway					
Green Line					
Lake					
Roosevelt to 55th					
55th to E. 63rd					
55th to Englewood					

Key	0-10 mins	10-20 mins	>20 mins
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Notes:

- Route travel times are conservative estimates
- Route travel times will vary based on day of week, and time of day
- Chart depicts planned construction activities
- Chart represents the impact of construction activities up to March 25, 2007



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